



.....
 PUBLISHED EVERY 3 MONTHS BY
 Via Schroeder Agency Corporation, P.O. Box 22125, Dallas, Texas 75222 Phone 214-748-3526
 Executive Editor
 Mr. Tom Bay, 817 Twenty Second Street West, Bradenton, Florida 33505
 Technical Editor
 Mr. Richard Miller, 1265 Winston Court, Upland, California 91786
 Managing Editor
 Mr. Vic Schroeder, P.O. Box 22125, Dallas, Texas 75222

APRIL - MAY - JUNE 1975

23rd EAA INTERNATIONAL "FLY-IN" CONVENTION
 TUESDAY, JULY 29 THROUGH AUGUST 4, 1975

2-75-01

The last 4 pages of this Newsletter explain the various activities etc.,

- (1) - THE CULVER CADET FORUM PRESENTED BY PAUL SCHUYLER STARTS AT 9:00 A.M. ON THURSDAY, JULY 31, 1975:
 - (a) - In the Antique/Classic Forum Tent #3 located behind the Antique/Classic Division Headquarters Barn;
 - (b) - This is south of the MAIN GATE and just north of OLLIE'S WOODS;
- (2) - PAUL SCHUYLER HAS MANY YEARS EXPERIENCE MODIFYING AND REBUILDING CULVER CADETS AND SOLVING MISCELLANEOUS PROBLEMS INVOLVING THE CULVER CADET:
 - (a) - He invites discussing any Culver Cadet problems you may have.

#2 - FLIGHT EXPERIENCES:

WING SLOTS

2-75-02

From TECHNICAL EDITOR 6-13-75 letter.

- (1) - RESULTS DURING 2 MONTHS OF FLIGHT TESTING:
 - (a) - With the 2 inboard slots closed using 24" @ 2400 rpm increased IAS 5 mph; no effect on TIP STALL;
 - (b) - With TIP slots also closed; no IAS increase; Tip Stall very MILD;
 - (c) - at 14 to 16" STALL SPEED decreased from 45 to 42 mph and right wing drops;
 - (d) - No problem on aileron control; Plane glides better; tend to overshoot field;
 - (e) - Slips very safely;
 - (f) - Tried some real slow take-offs too and "no roll" tendencies;
- More about WING SLOTS in Oct-Nov-Dec 1973 issue topic 4-7312

From TECHNICAL EDITOR 6-13-75 letter...

- (1) - MY BOSS WAS FLYING HIS BEECH DEBONAIR:
- (a) - He clocked me at 145 mph IAS at 3000'..my airspeed was reading 5 mph SLOW and the RPM was down;
 - (b) - We had a CLIMB contest going out at 80 mph IAS in my Cadet and showing 1000 to 1200 fpm climb rate; Even with a little FLAP he could not climb with me;
 - (c) - I dove to 180 mph IAS and he "banked" off and returned to the field. He probably figured I would RIP the old fabric off - if I didn't quit fooling around

#3 - CULVER CADETS FOR SALE OR WANTED TO BUY:

\$11,000.00

2-75-04

From WESTERN FLYER 1st issue of June 1975...

FOR SALE: CULVER CADET restored show piece. New Cont 0-200 and 360 COM NAV professionally finished \$11,000.00 or offer (702)-882-4007 or (702)-882-9204

#4 - COMPONENTS, PARTS, SERVICES, SUPPLIES, ETC:

STARTERS FOR LCA75

2-75-05

From EXECUTIVE EDITOR 6-3-75 letter.

- (1) - MY STARTER IS THE ECLIPSE E-80 NO. 635:
- (a) - It will fit any "9 series" Continental A-75 engine and weighs about 17 lb;
 - (b) - I bought the starter used and cost me \$175.00;
- (2) - I HAVE IT HOOKED UP WITHOUT A STARTER RELAY:
- (a) - Am using a floor type switch designed for older automobiles and are available NEW from Auto Supply stores;
 - (b) - By so doing I can use a 17 ampere hour battery which weighs at 14 lbs; This is an aircraft battery and cost me \$40.00. Snow Mobile, Utility Tractor, etc., would probably work as well and cost about \$20.00
- (2) - I WAS ABLE TO LIGHTEN THE SEAT ALMOST ENOUGH TO MAKE UP FOR WEIGHT ADDED BY THE STARTER AND LARGER BATTERY:
- (a) - Used poly foam and very light fabric;
 - (b) - Dispensed with plywood seat back;

E L T BATTERIES

2-75-06

From TECHNICAL EDITOR 6-13-75 letter....

- (1) - I COLLECT ELT BATTERIES THAT GET "OUT OF DATE":
- (a) - I "check" them out & WIRE UP in correct voltages for radio;
 - (b) - This is a cheap supply of good batteries for my VHF Dry Pack Radio;

#4 Continued

LANDING GEAR PISTONS FOR SALE

2-75-07

Alvah J. Hart, Sonoma Airport, 23980 Arnold Drive, Sonoma, California 95476
From his 6-4-75 letter: "IF SOMEONE NEEDS LADING GEAR PISTONS CONTACT HIM"

OIL COOLER

2-75-08

From TECHNICAL EDITOR 6-13-75 letter..

- (1) - I MOVED THE OIL COOLER TO RIGHT BUG EYE BAFFLE:
 - (a) - Cools better and looks good;
 - (b) - I filled in the hole in cowling where the cooler was;

#5 - GENERAL INFORMATION:

N41729 & N34863 COMBINED

2-75-09

Al Hart, Sonoma Valley Airport, 23980 Arnold Drive, Sonoma, California 95476
From his 6-4-75 letter..

- (1) - HAVE USED THE WINGS FROM MY S/N 273 LFA90 WITH WILLIAM LAWSON'S S/N 450 LFA80 FUSELAGE:
 - (a) - Had lots of trouble "fitting";
- (2) - THEY WILL FLY THIS "2 CULVER CADETS COMBINED" TO THE SANTA YNEZ "FLY-IN" JUNE 28 & 29, 1975:
 - (a) - They tried to keep secret their combining 2 Cadets rebuilding it as ONE CULVER CADET. However, the news "leaked" and have had many inquiries about it

CULVER CADET PLANS

2-75-10

Selling PLANS to build various types of aircraft must be a good business, judging from the "many" offered for sale...

- (1) - SPORT AVIATION, MARCH 1975 ISSUE, PAGES 39 THROUGH 49 GIVES AN INTERESTING IN DETAIL REPORT ON THE KR-2:
 - (a) - Over 5,000 sets of plans for the KR-2 have been sold and over 100 flying;
 - (b) - Wicks Organ Company of Highland, Ill. built a KR-2 constructed as a commercial venture to promote their materials KITS for the KR-1 and KR-2;
- (2) - IF INTERESTED IN PREPARING & MARKETING CULVER CADET PLANS:
 - (a) - Suggest you buy a set of the KR-2 plans "programmed learning" for \$45.00 from KEN RAND, 6171 Cornell Drive, Huntington Beach, CA. 92647;
 - (b) - The KR-2 booklet plans will be an example of what is involved to prepare CULVER CADET PLANS;
- (3) - THE TECHNICAL EDITOR ADVISES:
 - (a) - That Certificates on the Culver Cadet were surrendered or expired on October 17, 1942;
 - (b) - You could build a Culver Cadet from PLANS as a "home-built" and then apply for an EXPERIMENTAL aircraft license;
- (4) - THE CULVER CADET PLANS SHOULD INCLUDE VARIOUS MODIFICATIONS BY PRESENT CADET OWNERS AND SUGGEST:
 - (a) - Sliding canopy similar to the LARK;
 - (b) - Retractable landing gears electrically operated;
 - (c) - Stressed for at least 150 hp engines;
 - (d) - Perhaps add Flaps;
- (5) - THE PROVEN PERFORMANCES OF CULVER CADETS PLUS MODIFICATIONS AS LISTED ABOVE:
 - (a) - The plans should be a popular seller